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RACING CATCH UP

Team OF THE MONTH

Team France MXoN 2016

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MONSTER GIRLS

HALL OF FAME

Graham 'Rolls' Noyce

MXGP MAG:

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Switzerland

MXGP Mag #37 October 2016

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EDITORIAL

Giuseppe Luongo
President of Youthstream Group

Dear MXGP Friends,

What a season, and what a Monster Energy FIM Motocross of Nations! Simply phenomenal, made even more special with the 30th Anniversary celebrations of the memorable Motocross of Nations in Maggiora in 1986. Amongst the many distinguished guests present, there were the winners of the 1986 MXoN: the American Dream Team - Ricky Johnson, Johnny O'Mara and David Bailey. There were many emotions during the weekend for everyone. It was great to catch up with the three of them with their families and to talk about the good old times and also about the present, the evolution and growth of MXGP. They were all impressed with the atmosphere and infrastructures in MXGP; skybox, the double floor pit-lane, the VIP hospitalities, the number of fans and VIP, the number of countries participating and the unbelievable racing.

The racing was really unbelievable, it kept us all on the edge of our seats. During the few final laps of the last race the winner of the 2016 Monster Energy FIM Motocross of Nations changed three times; first USA were the winners, then with Webb's small crash the Netherlands was up front, and right up until Herlings passed the finish line in 1st the Netherlands was winning, but in the last meters before the finish line Febvre managed to get his way around Searle clinching the victory for France once again.

Never has Motocross racing been so breathtaking and in the end the team that was the most compact and strongest on paper won. Fans were able to witness Febvre return to his peak performance, and Herlings was able to show how fast he is on a 450cc proving he's ready to compete for the MXGP title next year. Cairoli was on fire, and in front of his home fans demonstrated he's physically fit and hungry for next year's MXGP Cham-

pionship. Team America was unlucky with the balloting pick and struggled on Saturday, but things came together for them on Sunday; Martin did an excellent job, just like Webb, and Anderson was really strong in defending himself from several of Herlings' attacks going on to win the tough battle when Herlings went down. However, Anderson's shocking accident on the finish line of his race victory left everyone speechless and impeded his participation in the last race leaving Team USA with a race with no result and Webb with a huge weight on his shoulders. All in all the amazing combat between France, the Netherlands and USA, the emotions of the 30 years anniversary and the surprises made this an event not to forget. The MXoN is simply the best off-road event in the world!

The Monster Energy SMX Riders' and Manufacturers' Cup is finally upon us and everyone is excited to see this new concept of teams formed by brands bringing the best from MX and the best from SX. Gajser and Dungey; 1 MXGP World Champion and 1 SX World Champion, they will fight for the first time on a hybrid track perfect for both riding styles. This will be the unique chance to see the full French Team, winners of the MXoN, plus Musquin and Tixier race together. The full HRC Team is there and the winner of the MXoN Open class, Herlings, will be also there defending the colours of their brands and to become the first winner of the Riders' Cup. These riders are going to put on top class racing, and thanks to a formula similar to that of the MXoN spectators are going to experience pure adrenaline. All day on Saturday before the evening's racing there will be loads of activities in the paddock with drifting, trial shows and much more. This is an event for MX fans from all around the globe and SX fans not to miss.

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THE HOLEY GRAIL

With the European phase of the FIM Motocross World Championship put to bed after a rain swept Assen the final two rounds of MXGP headed west across the Atlantic Ocean with the first stop being the brand new venue of The Dirt Track, Charlotte Motor Speedway in North Carolina. As well as the two world titles that were still on offer the Fox Holeshot competition was still up for grabs too, and the Monster MXGP of America's did not disappoint. We even unearthed 3 new winners as well.

MX2

After 16 GP's and 32 moto's, Jeffstar 'The Bullet' Herlings and 'Marvellous' Max Anstie could not be separated at the top of the Fox Holeshot leader board with both riders parked on 6. But, if you want us to get all Sci-Fi on yo' l'il cup cakes then the law of averages and extremely in depth research from our behind the scenes crew reckoned that if anybody was going to win between those two it would be Mad Max! 'How so?' I hear y'all cry. Well, a little dickie bird pointed out that the last Fox Holeshot recorded by Herlings was almost back in 2015 at the MXGP of Great Britain, Matterley Basin where The Bullet lived up to his moniker, collecting BOTH Black Plates. Apart from the 3 GP's he sat out due to injury, he hasn't been so quick off the mark since. Meanwhile, 'Axe Manstie' last sped across the line in Race 2 in Switzerland so like we said, highly scientific! Terrific even.

But then Race 1 happened and it soon became apparent that our 'test research facility' had let us down because it was the Monster Energy Kawasaki Pro-Circuit #214 of Austin Forkner who stole the show giving Kawasaki its 7th holeshot of the year. Forkner would eventually finish 3rd behind Cooper Webb and Jeffrey Herlings whose 25 points were enough to cement his 3rd world title.

In the 2nd modo – that's how American's would say it – it was another Kawasaki that romped across the stripe but this time in the form of MX2 debutant and EMX250 runner up, Darian Sanayei. The BUD Racing Monster Energy Kawasaki pilot graduates to MX2 for 2017 and his holey will help settle the nerves ahead the first GP next year in Qatar. Cooper Webb put in an impressive performance to pull from 19th to 1st to win the GP on what his final outing on a YZ250F for his Star Racing Yamalube Yamaha Team. Next stop for Coop was the MXoN in Italy on a four-fiddy.
So, heading into Glen Helen for the final round it was still all-square at the top.

MXGP

As for Antonio Cairoli, well he had a little bit more breathing space having bagged 10 Fox Holeshots to Max Nagl's 7, but with 4 of those furry little suckers still waiting to be snatched off the table it was still very much game on. If TC222 could steal 1 more then it would put the contest out of Nagl's reach. In Race one at Charlotte though it was Justin 'Bam Bam' Barcia on his Autotrader Monster Energy Yamaha that swept through turn 1 clear of his pursuers to register Yamaha's 3rd quick getaway of the season, although he wasn't a match for Eli Tomac who outclassed the field to win moto 1. Back in 4th it Tim Gajser that grabbed all the headlines as he secured his 2nd straight title, his first in MXGP.

With one race down of this American adventure, Max

Nagl could still tie Cairoli at the top of the leader board and with confidence oozing out of every orifice and his knobblies screaming with pleasure at the rear wheel as they offered up the grip required to dig in and get gone, it was indeed Mighty Max who crossed the stripe first to move to within 2 Fox Holeshot's of Cairoli, and with 2 modo's to go, the final showdown to determine the 2016 Fox Holeshot contest would be decided in the Californian desert in both classes.

Glen Helen
MX2
On to the final round and the longest start straight on the calendar; 135m of slightly uphill power sapping dirt is not what Herlings needed as he lined up alongside Anstie in their quest to claim the Fox bounty of 5 'Big Ones'. The last time Herlings rode at Glen Helen he claims he was about 10kg lighter, so the odds were stacked against him. But guess what! Go on, guess! I won't look ... it was only the 'Axe Man' himself who went and crossed the Fox Holeshot line first and in doing so HE MOVED ONE POINT CLEAR OF HERLINGS!!! Talk about drama! It was mesmerising, sensational, unbelievable, miraculous, it was ... bang out of order if you were Jeffrey Herlings! A tie was still on the cards as they entered the final moto of the season. Would it be Herlings or Max? Anstie or Jeff? Well neither, as it happens because it was the little lightweight Spaniard Jorge Prado that collected the final Black Plate of the season, but the BIG BLACK FOX CHEQUE though belonged to Max Anstie, for the second consecutive year. At least he can say he got '5G' before any of the 'phone networks! Top work fella!

In the MX2 Class 15 different riders pulled a Fox Holeshot in 2016 with all 7 manufacturers getting in on the act as well. Impressive.

MXGP
The showdown between Cai-

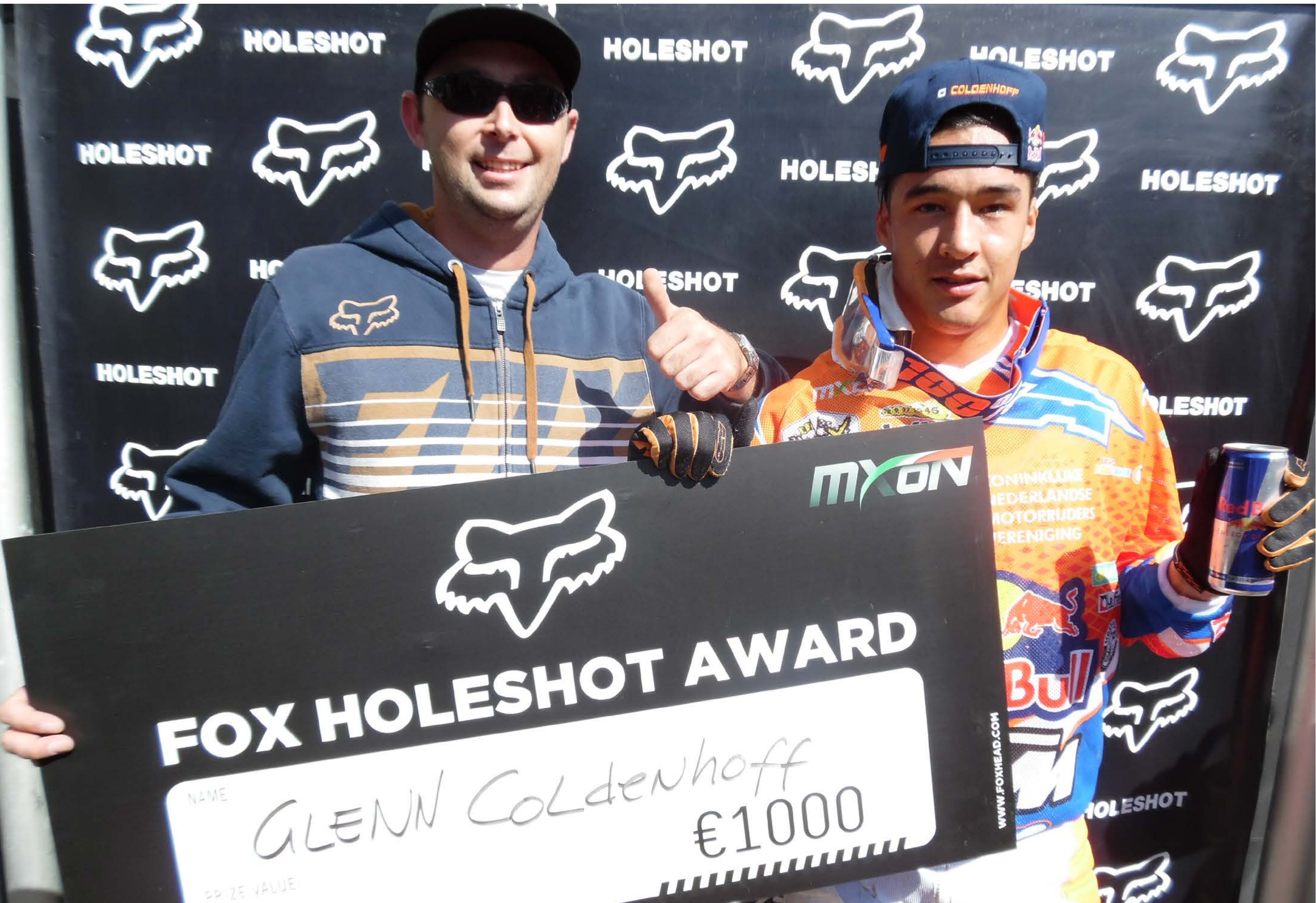
roli and Nagl was on prior to the start of MXGP Race 1 but that all changed as soon as Glenn Coldenhoff crossed the line for the 2nd time in 3 GP's, effectively wrecking Nagl's chance of doing the double; he won it in 2015. It also helped his teammate at Red Bull KTM Cairoli to ensure it didn't go down to the final moto of the season, which was just as well as it was the Rockstar Energy Husqvarna that crossed the line first for the final point of the year; Nagl ended the year with 9 to Cairoli's 10. That's how close it finished.

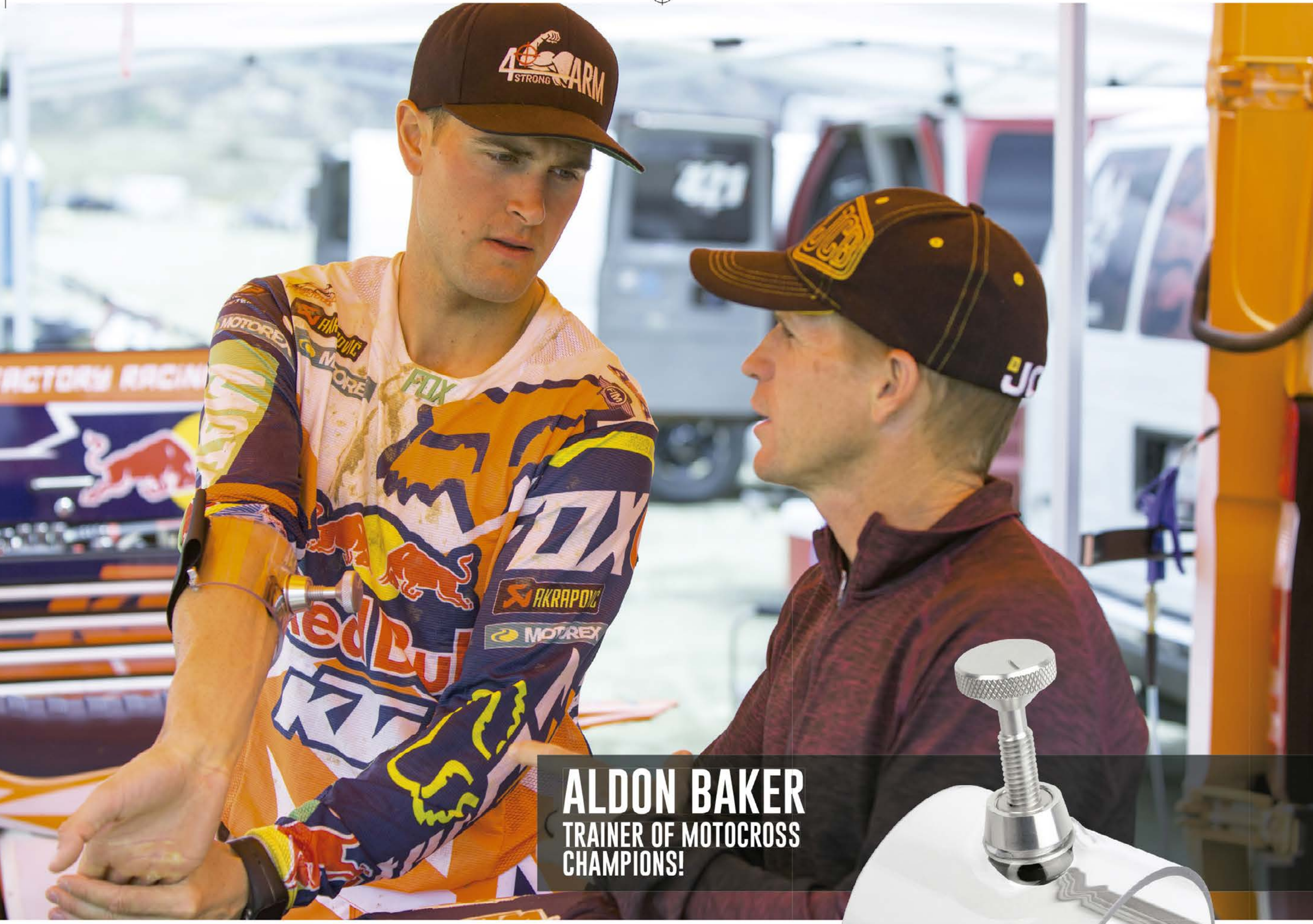
In MXGP 11 riders pulled a Fox Holeshot, and from a manufacturers standpoint only Suzuki and Kawasaki failed to register a single point. I'm sure they be back next year. What did the school report always say? Must try harder!

FOX HOLESHOT OF NATIONS

At the 70th edition of the Monster Energy FIM Motocross of Nations presented by FIAT Professional, three more Fox Holeshots were there for the taking, each with €1000 attached.

And when it came down to the business end it was Glenn COLDENHOFF of The Netherlands that collected the first bonus cheque for his Fox Holeshot in Race 1 (MXGP + MX2). Race 2 (MX2 + Open) saw the American Jason ANDERSON take the cheque but his chances of collecting a possible Fox Holeshot in the 3rd moto were ruined after the incident with the backmarker on the finish line jump shortly after taking the Rockstar Energy Husqvarna rider took the race win. Race 3 (MXGP + Open) saw Jeffrey HERLINGS collect his first Fox Holeshot on his 450SX-F, the 2nd of the day for Red Bull KTM and the 2nd for riders representing The Netherlands. Be sure to read the race report elsewhere in this issue.





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THE RESURGENCE OF MAGGIORA

Maggiora Park had some big boots to fill hosting the 2016 Monster Energy FIM Motocross of Nations presented by Fiat Professional in the wake of last year's edition which redefined the word 'incredible' with Team France sending the mind-blowing turn-out of 80,000 fans, across the weekend, into frenzy with their emphatic win on home soil. At the time, you would have sworn black and blue that it would be impossible to top that day as emotions ran high with the fans chanting and singing in celebration.

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PRESENTED
FIM MOTOCROSS OF NATIONS
R 2016
FRANCE
HONDA
YAMAHA
1ST PLACE
GAUTIER PAULIN

But, as one of the greatest boxers that ever lived, Muhammad Ali, once said "Impossible is just a big word thrown around by small men who find it easier to live in the world they've been given than to explore the power they have to change it. Impossible is not a fact. It's an opinion. Impossible is not a declaration. It's a dare. Impossible is potential. Impossible is temporary. Impossible is nothing." He was right because the 2016 Monster Energy FIM Motocross of Nations presented by Fiat Professional that took place on the nostalgic hills of Maggiora Park in Italy outdid last year's edition with what was one of the most drama-filled, action-packed, busy and emotionally charged events in the history of motocross.

On the emotional side of things, the 70th edition of the Motocross of Nations celebrated 30 years since Youthstream President, Mr. Giuseppe Luongo embarked on his lifelong mission to become the best motocross promoter in the world by hosting his first ever international motocross event, the 1986 Motocross of Nations. Although it was only his first step toward becoming the motocross pioneer he is today, it was one of the most successful events of its era in terms of crowd attendance, media coverage, fan reception and racing. While many people would say it's one of the greatest races that ever happened, it tickles Giuseppe Luongo: "it wasn't much of a race," he said as he looked at the 'Dream Team', David Bailey, Johnny O'Mara and Ricky Johnson, who had joined him on stage at the opening press conference, "I still don't know why people call it the best race ever, these three riders killed everybody, there wasn't a race, it was these riders out front on their own racing each other! But it was incredible," he continued, "they rode with a new style and the fans loved it, it's because of them we still talk about the 1986 Motocross of Nations, it was a day I will never forget."

"It's also emotional for me," David Bailey said, "because it was the best time of my life and then to come and see this track, back then it was the most impressive track I had ever seen, and it still is impressive and I am happy to be back." Johnny O'Mara agreed, "Is there a track that compares to this? Not really, and that's why it's so special" he said. "When we came over in '86, we came to race, but the track was amazing, the crowd was huge and crazy and to race for the Italian fans, it was a show and a great experience."

2016 MONSTER ENERGY FIM MOTOCROSS OF NATIONS
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MAGGIORA | 24 - 25 SEPT 2016
MONSTER ENERGY FIM MOTOCROSS OF NATIONS
MONSTER ENERGY

It was amazing to have the Dream Team of '86, Bailey, O'Mara, and Johnson, and their entourage at Maggiora this year. All three stars of yesterday were saluted by every single soul at the venue on multiple occasions with one of the most memorable being the parade lap where the trio were taken on a ride across some sections of the track on the back of a FIAT Professional FULLBACK. It was a truly spine-tingling moment as the crowd went nuts in appreciation of those three legends. "It's great to be a part of the history" Johnson said, "especially in Maggiora, and to see what Paolo and Stefano have done, it's not the same track, it's new and improved, just like the GP's. Everything is much better, the presentation, everything, it's just better." The Dream Team received an enormous reception, which escalated as behind them, a trail of legends made their way out onto the track for a parade lap, Stefan Everts, Joel Smets, Jean-Michel Bayle, Jeff Emig, Michele Rinaldi, Massimo Contini, Corrado Maddii, Jacky Martens, Jamie Dobb, David Thorpe, Yves Demaria, John van den Berk, and Dave Strijbos, are a few of the stars that did a lap for the unworldly fans. Even the younger generation of riders, who would never have witnessed the magic those riders have bought to the sport, were overwhelmed with emotion as they watched the fans showed them a huge amount of appreciation with chain saws, air horns, basically anything that would make noise.

The sound of the crowd is still resounding in the heads of everyone who was onsite in Maggiora that weekned. Even a week after his return to the USA, Johnny O'Mara took to his Instagram account saying "the MXoN @maggiorapark was super exciting to be part of, I was so happy to share it with my beautiful family being there by my side! My kids got a little taste of what dad used to do 30 years ago. @MXGP."

Because the Monster Energy FIM Motocross of Nations is the most prestigious event of the year, and it always attracts and involves the world's fastest motocross riders, as well as the biggest industry names, brands and organizers, it made perfect sense to host the annual MXGP Awards at dusk, after the qualifying races.
The award ceremony took place on top of the spectacular infrastructure that is built directly behind the start line, the Skybox Terrace, and was hosted by MXGP-TV personalities Paul Malin and Lisa Leyland.

Youthstream President Mr. Giuseppe Luongo and FIM President Mr. Vito Ippolito personally handed out the awards to the 2016 FIM Motocross World Champions Tim Gajser and Jeffrey Herlings, to the industry award winners, as well as the FIM Junior, WMX and VMX World Champions, Kirill Vorobyev, Rene Hofer, Jago Geerts, Livia Lancelot and Mats Nilsson. However, Tim Gajser couldn't make it after a crash while practicing in Slovenia during the week sidelined him from MXoN this year.
Dr. Wolfgang Srb joined Mr. Luongo on stage to acknowledge the 2016

European Champions Edvards Bidzans, Rene Hofer, Emil Weckman, Jago Geerts, Mike Kras and Thomas Kjer Olsen, as well as 65cc European Open Winner.
In addition, Youthstream awarded the Journalist of the year, Pascal Haudiquert, Photographer of the year, Ray Archer, and the best digital platform, MX Vice. The 2016 EMX250 Champion Thomas Kjer Olsen was also awarded as the winner of the Jan de Groot award, an award that honors the most promising young talent.
Youthstream also donated €10,000 to the Wings for Life charity every year and this year the cheque was collected on behalf of the foundation by Heinz Kinigadner.
Tag Heuer's Mr. Olivier Volery awarded Honda Gariboldi's Tim Gajser and Red Bull KTM Factory Racing's Jeffrey Herlings with an exquisite Tag Heuer watch each as the winners of the Tag Heuer Fastest Lap Competition, although Tim Gajser's watch was collected by his team owner, Giacomo Gariboldi.
A Fox Head Europe representative also joined Mr. Luongo on stage to award Antonio Cairoli and Max Anstie with their cheques for €10,000 and €5,000 as the winners of the Fox Holeshot competition.

Some of the most celebrated names in motocross, David Bailey, Johnny O'Mara, Ricky Johnson, Stefan Everts, Jean-Michel Bayle, Michele Rinaldi, Harry Everts, Pit Beirer, Antonio Cairoli, Roger De Coster, Dave Thorpe, Dave Stijbos, Jacky Martens, James Dobb, Jacky Vimond, Heinz Kinigadner and Yves Demaria added something special to the event once again when they took to the stage as a token of appreciation to Giuseppe Luongo and all he has done for the sport. The champions, past and present, awarded Mr. Luongo, on behalf of the motocross world, with a silver plate for being the best promoter in the history of motocross. It was an emotional moment for Mr. Luongo, "I was never a good rider" he said, "so I had to take a different path, but you are all fantastic riders and if it wasn't for you I wouldn't be here today, it would all still be just a dream, so it's all of you I owe the thanks to."
The awards signed off with Jeffrey Herlings emerging from the darkness and through the crowd on the back of a Fiat Professional FULLBACK. He was dropped off at the stage where he collected his prizes for winning the FIM MX2 World Championship, a World Championship ring and a Tag Heuer watch.
As anticipation built, fans were able to watch the Team Presentation that took place on the Friday before the event. The presentation had a unique flare with each of thirty-eight teams being bought out for the fans on the back of a FIAT Professional FULLBACK.
The enormous, passionate and

boisterous crowd rewrote the handbook of fan etiquette with their non-stop flag waving, chain saw revving, air horn blowing, chanting, singing, and cheering that contributed to this years' motocross of nations being as hair-raising, memorable and emotionally charged as it was.

It has been a while since the Chamberlain Trophy was so tightly contested. In the final race of the day the 'Nations Result' board shuffled between The USA, France and The Netherlands, with USA being one man down after a mind boggling scenario sidelined their best performer of the weekend Jason Anderson immediately after he won Race Two, and also with the defending champions, Team France, being buried at turn one. Meanwhile, The Netherlands had a high-powered start to the race with both of their riders, Jeffrey Herlings and Glenn Coldenhoff, inside the top three.

The Netherlands led the initial stages of the race, but as Coldenhoff faded and Webb propelled forward, The USA took over at the top. Team France had their work cut out for them, but Febvre is never one to shy away from a challenge and eventually caught Webb and put him on the front line for Team USA. Both riders engaged in a titanic battle, which raged on 'til the moment Webb got cross-rutted and tipped over. With Webb losing a few spots The Netherlands leapt to the top of the board once more, and with one lap to go they were right on the cusp of claiming their first ever MXoN title before Febvre spoiled everything when he passed Tommy Searle for the vital 1 point that was required for Team France to defend the cup.

Team France won The Nations for the first time in 2001 in Namur, Belgium with Yves Demaria, Luigy Segy and David Vuillemin, and they didn't win it again until 2014 in Kegums, Latvia when Gautier Paulin, Dylan Ferrandis and Steven Frossard silenced the haters with their emphatic win. Since 2014, France is yet to be beaten, and their trail blaze continued in sensational style around spectacular, Italian hillside circuit, in a cauldron-like atmosphere that we have become accustomed to at the MXoN.

Team France is our MXGP Magazine 'Team of The Month' so feel free to have a gander over at page 44. Enjoy!

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2016 Monster Energy FIM Motocross of Nations Presented by FIAT Professional

Standings

NATIONS CLASSIFICATION

1. France , 29 points
2. The Netherlands , 30 p.
3. USA, 33 p.
4. Belgium, 36 p.
5. Italia, 44 p.
6. Switzeland, 44 p.
7. GB, 73 p.
8. Australia, 76 p.
9. Estonia, 93 p
10. Canada, 95 p.

MXGP CLASSIFICATION

1. Cairoli	**4** points
2. Febvre	**5** points
3. Strijbos	**6** points
4. Coldenhoff	**13** points
5. Webb	**14** points
6. Benoit	**20** points
7. Butron	**21** points

MX2 CLASSIFICATION

1. VanHorebeek	**12** points
2. Martin	**18** points
3. Seewer	**19** points
4. Paturel	**24** points
5. Bernardini	**31** points
6. Leok	**32** points
7. Bogers	**34** points

3 points

OPEN CLASSIFICATION

	12 points
1. Herlings	**14** points
2. Tonus	**20** points
3. Paulin	**23** points
4. Ferrris	**25** points
5. Bobryshev	**31** points
6. Cervellini	
7. Noren	

2016 Monster Energy FIM MXoN Presented by FIAT Professional Numbers

Weekend Crowd Attendance onsite: **85,000**
MXGP-TV Page Views: **450,000**
MXGP.com Page Views: 9**50,000**
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WOOOOOOP SO STOKED #MXoN2017 UK!!!!!!! @mxgp

@mxjustin
This MXoN WK was unforgettable w leyends & memories. Thanks for the emotional broadcasting. You did it awesome @emig47 @ PaulMalin11 @mxgp

@jonathanrea
Had an incredible weekend at Maggiora MXdN. Thanks to @MonsterEnergy and@alpinestars @mxgp for looking after me and my friends!

@Dougy_3
Just mastered the scrub on the @mxgp game damn it's pretty sweet!

@hardstyle_hc
@mxgp I had wet eyes and loads of adrenaline watching the pilots starting the 1* manche at 13:15 amazing time! Thx tv

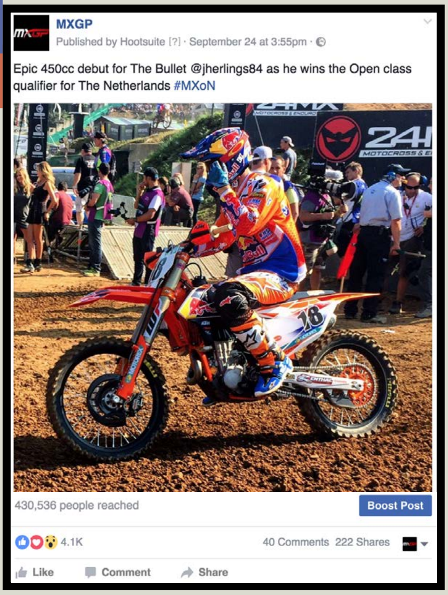
@jaykayneil7
@JHerlings84 Gona be a massive player in the 450 class in @mxgp next year proved that today #MXoN2016 #bullet

@MLngstrm
Wow, what a fight with all kinds of drama. Well done all #nations equally! Hope it remains this tight for years to come #MXoN @mxgp

@Tonny_Govers
Nice podium for #teamholland @mxgp of nations! Congrats boys!

@pietrodut18
Epic day in Maggiora yesterday for motocross of nations @mxgp

@JKDR1
mxgp Congratulations Team France. Some of the best racing I've seen in my life. Get well @elhombre_21



MXGP
Published by Hootsuite [?] · September 24 at 3:55pm ·

Epic 450cc debut for The Bullet @jherlings84 as he wins the Open class qualifier for The Netherlands #MXoN

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Jason Anderson's mind boggling crash at the Monster Energy FIM Motocross of Nations presented by Fiat Professional

Antonio Cairoli crash MXoN

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Motocross fans are eagerly awaiting the all new Monster Energy SMX Riders' and Manufacturers' Cup, an all new evolution of motocross that will take place inside the iconic VELTINS-Arena, in Gelsenkirchen, Germany on October 8th. Yes! You read that right it will take place indoors. "So it's Supercross?" No, not even close. The track will be essentially a motocross track that is built inside the spectacular stadium.

"We did not want to build a supercross track," Youthstream Director Mr. David Luongo said, "because that is more US oriented, we wanted a track that would fit both sides of the Atlantic." Suzuki Team Manager and MXGP's G.O.A.T Stefan Everts said, "I know it's not a supercross track but still, it's a small track and the speed will be quite high and the pace will be more intense because the smaller you make the track the more intense it gets and so even with normal waves and jumps it will be more intense than a normal motocross track, so if the riders are practicing on supercross tracks, this is even more intense, but they will be preparing in a good way."

The innovative new concept has attracted some of the biggest names in supercross and in motocross from the USA and Europe. RYAN DUNGEY, the FIM Supercross World Champion will take on the MXGP and MX2 World Champion's TIM GAJSER and JEFFREY HERLINGS for the first time this year. He will also be racing the former MXGP World Champion ROMAIN FEBVRE, and the former MX2 World Champions MARVIN MUSQUIN and JORDI TIXIER. Fellow American's ZACH OSBORNE and JAKE WEIMER will also be jumping the ditch in attempt to make history as the first ever Monster Energy SMX Riders' Cup winner.

"I think the SMX race will be nice!" Team Honda's Tim Gajser said, "It's something new for us in Europe and we never did events like that over here so I'm really excited about it and looking

forward to racing alongside all the big names from MXGP and Supercross."
Team Yamaha's Romain Febvre is also looking forward to it, "it's different because it's riders and manufacturers, so obviously Yamaha want to win and if we can win we will all try to do it but it's gonna be tough because the other teams have some strong riders as well, the best riders they can, but we will see. I hope we can still do good for Yamaha."

The event is an invitation only race where the manufacturers' KTM, Husqvarna, Honda, Suzuki, Yamaha, and Kawasaki have selected 4 of their fastest riders from absolutely anywhere in the world to race for the glory of their brand. The team that wins the Monster Energy SMX Manufacturers' Cup will be able to take the trophy that was presented at the Monster Energy FIM Motocross of Nations in Maggiora, for twelve months only. The design of the trophy resembles the event in every facet of its creation. It's prestigious, it's modern and it's unique, just like the event itself. The trophy will be much like the coveted Chamberlain Cup, in the sense that it cannot be kept for longer than one year unless it is won consecutively.
Honda's Team HRC General Manager Mr. Roger Harvey said "the event itself will have something of a 'Nations feel about, the only difference being instead of countries competing against each other it's the manufacturers. The MXoN is quite tactical in terms of how you use riders at the start for instance and this will be similar, except here your main rider competes for the fastest time in the Superpole event; from there you will have to decide who lines up for the team first, so inside, middle and outside, which means it will be quite strategic and we are looking forward to seeing how it all plays out."
He continued "obviously it's an important event for Honda, we are going there to win as a manufacturer; that would be ideal but to be part of the inaugural event is going to be interesting to see how it works and how it develops and theoretically it will become an annual event for us at Honda."

Husqvarna's Team Manager Mr. Antti Pyrhönen said, "we are very excited for the

event and we are looking forward to it. It's absolutely important, it's going to be a great event with a lot of people for sure. This is really something special for each of the manufacturers' because if you win it you can credit it to the team and the bike and I think that's great."

"In terms of spectacle," Honda's Mr. Harvey continued, "it will be quite unique in the fact that the manufacturers are competing for a title as well as the riders but the riders are effectively what is going to make it happen as well. Our riders are Gautier Paulin, Evgeny Bobryshev and Tim Gajser, and despite Tim missing the Motocross of Nations we still expect him to turn out for Honda, after all he is the MXGP world champion and he will play an important role in the manufacturers part of the competition for us."

As for the teams, KTM will be the favourite with three champions set to race for the orange army, Ryan Dungey, Jeffrey Herlings and Marvin Musquin. Husqvarna have bought in Christophe Charlier and Thomas Covington to fill in for Max Nagl and Jason Anderson, who both had a stroke of rotten luck in Maggiora and have been sidelined by injury. The duo will join Husqvarna's captain Zach Osborne.

Meanwhile, Yamaha will have Romain Febvre and Brent Van Doninck joined by Yannis Irsuti. Honda have the MXGP world champion, Tim Gajser, with HRC's Evgeny Bobryshev and Gautier Paulin, while Suzuki are importing a former supercross champion from The States, Jake Weimer, who will guide their youngsters Arminas Jasikonis and the MX2 vice world champion Jeremy Seewer. Last but not least, Kawasaki will have Tommy Searle and the former MX2 World Champion Jordi Tixier and Vsevolod Brylyakov.

With the Monster Energy SMX Cup being the last race on the calendar, Youthstream and Monster Energy are fully keyed up to go big and make this thing something special. Monster Energy will be unleashing their drifting beast Steve 'Baggsy' Biagioni throughout the course of the day with his first smoke show taking place at 13:00, while another Monster Energy athlete in the form of Fred Crosset, an insanely talented Trial Bike rider, will also be tearing up the paddock, popping wheelies, launching stuff and just blowing minds with his incredible stunts. Of course there will also be a DJ on site to add to the vibe which will be pumping, while the Monster Girl's will provide a bit of eye-candy for those that can appreciate the female form.

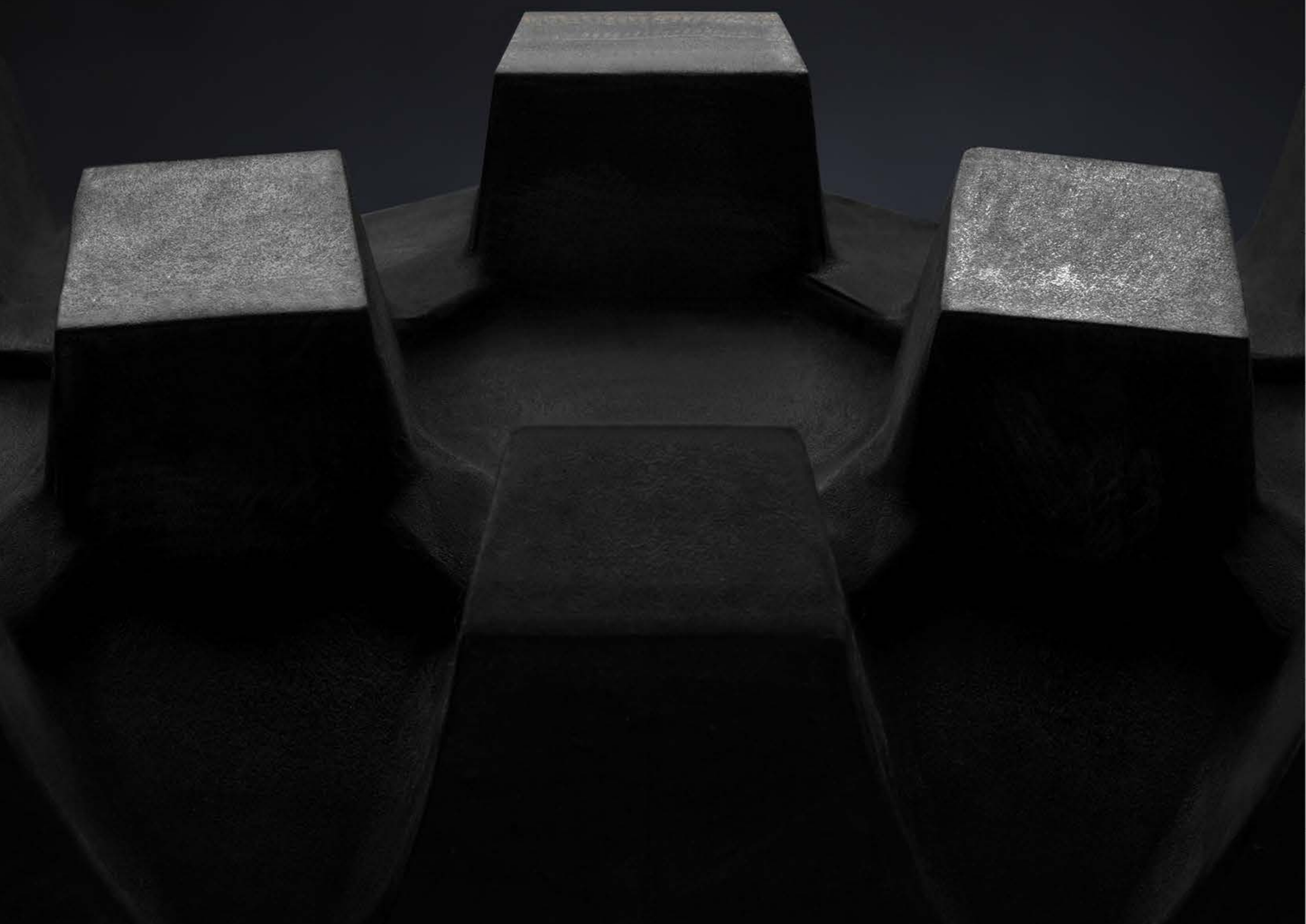
"We are used to seeing shows like this happen in the USA, so it's going to be really good for us to have it in our home here in Europe. The track looks nice too, a good mix of supercross and motocross, and for sure I'm really looking forward to racing the new bike there," said Tim Gajser, who will be rocking out on the all-new 2017 Honda CRF450RW on Saturday night.

It would be unusual for Youthstream to promote an event that doesn't provide an opportunity for the youth of our sport, which is why the next generation of racers that ride 125cc two-strokes, and are under the age of 17 years old, are able to race the SMX125 Cup presented by FMF Racing. The SMX125 Cup will be a support class to the main-events where they will have to qualify via heat races to make the final, which will be a 12-Lap dash. And let's not forget the Yamaha YZ125 Cup riders, who are not only looking to compete for

the win but also for a shot at being given the opportunity to race as an official Yamaha rider in the 2017 EMX125 Championship under the guidance of former MX1 world champion, David Philippaerts. There is a lot to race for on Saturday October 8th no matter what class they are in.

For all athletes, the innovation and evolution of sport, regardless of the discipline, is interesting. There are a lot of things that athletes, managers, organizers and promoters can learn from each other, and hosting the Monster Energy SMX Riders' and Manufacturers' Cup inside the VELTINS-Arena, one of the biggest stadiums in Europe, and home to renowned football team FC Schalke 04, has opened various doors where there is a world of possibility in terms of what can be learned. Former star of the UEFA Champions League Sami Hyypiä is a football hero that has a huge interest in motocross. You often see him lurking around the MXGP paddock, which is why he has been made an official ambassador of the event. "I'm looking forward to the Monster Energy SMX Riders' Cup a lot," Mr. Hyypiä said, "it's a new interesting concept, the race will be held at the football stadium! I've been to many races in the MXGP series and it is always amazing to see great racing. I think it will be even better with the American riders coming here to Europe and competing against the MXGP stars!"

"To have the event at the VELTINS-Arena is superb," Hyypiä continued, "because it's a great venue for something like this. I've played there for Bayer Leverkusen and for my country, and I have been there as a coach of Bayer Leverkusen, too. All the fans will be able to see the whole track and they won't miss any action during the race. It will be awesome."
You can't miss it, buy your SMX tickets now at www.mxgp.com



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Team France – 2016 MXoN Winners

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MAGGIORA 2016

Over the years France has spawned a fair amount of world-class motocross talent, and whilst many have won races or stood on the podium, maybe even finished on the podium in the overall classification, only a few can say they were ever world champion.

Jacky Vimond was the first world champion to come out of France in 1986 when he won the 250cc crown, followed by Jean-Michel Bayle, the 4th rider to win back-to-back-titles in different classes in 1988/'89. Sebastien Tortelli, Frederic Bolley, Mickaël Pichon, Mickaël Maschio, Yves Demaria, Marvin Musquin, Jordi Tixier and Romain Febvre can all say they were world champions, but for most of them the Motocross of Nations was the one that got away.

The list of French riders that went on to become world champion might be growing but the riders that have won the 'Nations as well is rather more select with just THREE riders able to say they have done so: Yves Demaria (2001), Marvin Musquin (2015) and Romain Febvre (2015/2016). However, there seems to be a shift at the moment in the results statistics and it very much favours Team France.

Since the first MXoN back in 1947 only 9 Nations can say they have lifted the Peter Chamberlain Trophy and it took Team France until 2001 to lift it for the first time at Namur, Belgium: Luigi Seguy, David Vuillemin and Yves Demaria were that breakout team. The MXoN is like no other event and no matter how strong the line up of riders in any given team, winning it more often than not comes down to luck. But there are those that will say you make your own luck, and others will say that luck doesn't event come into it. Maybe we will touch on that a little later.

The American's have been the most successful nation in the history of the competition with 22 victories since 1981 with 13 of those being on the bounce. They have since gone on to win a further 9 times but their last victory was back in 2011 in France at Saint Jean d'Angély; Ryan Villopoto, Ryan Dungey and Blake Baggett were the last of the American conquerors.

Stand up and take a bow, Team France. Why? Well, quite simply, Team France is the team of the moment and has been since

2014. Their victory at Maggiora, Italy, at the end of September was their 3rd straight win and each one was different.

In Latvia, 2014, Gautier Paulin was the star of the show going 1-1 in both of his moto's, while his teammates of Steven Frossard and Dylan Ferrandis did enough to ensure a famous victory in the sand of Kegums. Their margin of victory was 10 points over Belgium with USA 3rd.

But that was Latvia, where the only pressure on the riders was to do well for Team France, to try to win but make the podium at least. To win by such a margin was astonishing. The following year they arrived at the MXoN as the defending champions, with the numbers 1,2 and 3 only this time they were in France, on home soil, where the pressure was not just to do well, but to retain the Chamberlain Trophy. The triumvirate of Paulin, Musquin and Febvre delivered and on the biggest stage of all they held their nerve, sending the crowd home in a state of delirium. This time it was Febvre, the new MXGP world champion, that went 1-1 to give France its 3rd MXoN and first ever back-to-back and they did so in the best way possible; in front of the adoring fans. They were on a roll, and Paulin had become the most successful French rider at the 'Nations, with 2 wins under his belt. This time though, the winning margin was just 2 points of the Americans. The vultures were starting to circle above already.

History makers

Fast forward to September 25th 2016, Maggiora Park, Italy. Once again Team France were the defending champions. The pressure to perform, according to the riders was the same as it was the previous year on home turf. The mythical circuit of Maggiora, which 30 years prior had witnessed the best ever performance in the history of the event by the Americans, was about to witness another epic encounter. Team France and Paulin were both looking to win three-in-a-row, Febvre was looking to make it a 'Nations double while newcomer and French rookie Benoit Paturel was just looking to get through it without letting his teammates down.

There was a lot at stake; everyone knew their role but going out and executing it was something else entirely. Turns out, the best way to settle any nerves though is to go out and get a win, which is exactly what Romain Febvre did in Race 1. Starting 4th, his experience told him not to rush, look around,

survey the scene and then take decisive action, and by Lap 5 he had found his way into the lead. His MX2 teammate, Paturel provided cover and his 14th ensured France were in a good position, placing 3rd overall with 2 races to go.

In Race 2 where the MX2 riders were pitched alongside their Open Class counterparts, this time it was Paulin who was all fired up. Starting 3rd he was soon pushed back to 4th as Jeffrey Herlings sped by on the opening lap. As 'GP3' lingered inside the top five Paturel was carving his way through traffic from outside the top 20 to an eventual 10th, good enough to ensure that his 14th from Race 1 could be the throw away score if necessary.

Paulin looked solid in 4th until two thirds distance where he appeared to have a bit of a nervous wobble as he came under fire from the Australian, Dean Ferris. Any French nerves were soon put to bed though as Paulin put in a champion's performance to steady his ship to go from 5th to 3rd in the space of 3 laps securing more vital points on the board for his team.

Here's the luck part, depending on which side of the fence you're on. So, Jason Anderson of The USA stormed to victory in Race 2 after seeing off the relentless challenge from Herlings, before the Dutchman eventually spun himself out of contention. What happened next was just bizarre, and when Anderson crossed the finish line at a canter, no doubt savouring the moment, he was landed on by a lapped rider, taking Anderson off the side of the track and out of Race 3 due to a concussion. The implications of that meant that Cooper Webb would be flying solo in the third and final moto; any mistake would have dire consequences.

To say the final race was exciting would be a massive understatement, in fact words alone cannot do it justice; there aren't even enough adjectives to give it the credit it truly deserves. So we will cut to the chase. Herlings led for The Netherlands and with his teammate Coldenhoff riding shotgun in 4th the Dutch were leading overall. The USA and France were playing catch up. Webb for the USA was doing a great job in 5th and

with less than 2 laps to go, and with Febvre breathing down his neck, the USA had a slender 3 point margin over the defending champions and 2 points over the Dutch. Febvre needed to pass Webb and Searle in the final 2 laps to guarantee victory for France. Webb needed to hold his nerve to secure The USA a 23rd win. However, 15 laps of pressure and mental torture proved costly and Webb made a simple error that sent him sprawling to the deck, allowing Febvre to gain another vital point. The contest with a lap to go was tied between the Dutch and the French meaning Febvre HAD to make one more pass for victory, except neither he or his team were sure if it would be enough. His pass on Searle with half a lap to go WAS enough and France were crowned world champions for a 4th time, the third time in a row.

Back to the luck part: Had Anderson been able to start, who knows what kind of impact this would have had on the outcome. Would he have been ahead of Webb? Would he have gone 1-1? Would his result have counted even if Webb made his mistake?

Roger Decoster: 'Anderson was clearly faster than Cooper this weekend, and even if he had not been ahead of Cooper (in the final race), he would have been better than 9th at least, and I think if you look at even without any partisanship or anything, I think it was pretty clear on paper we should have won it after the third moto.'

Were France lucky or were The USA just unlucky? We will never know, but what is certain is that THIS generation of French riders is fast staring to monopolise the MXoN. Three different French teams have won since 2014; the only rider to have tasted victory on all 3 occasions is Gautier Paulin. Romain Febvre won 2 back-to-back and Benoit Paturel, Marvin Musquin, Dylan Ferrandis and Steven Frossard all did their bit to put their country on top. The winning margin in 2016 was just one single point. Every rider on the team gave it their all, none more so than Febvre in that final moto. The title was on the line and he battled until the very last moment. There's nothing lucky about that, is there? You have to be in it to win it, and Febvre went all-in to make his scores count. It's also no coincidence that THIS French team Consisted of Febvre - 2015 MXGP World Champion, Paulin – 2015 MXGP runner up, Paturel – 2016 MX2 3rd position.

Congratulations Team France on your success, we will see you next year.

Ph.: **EZIO TEMPESTINI**

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Graham **'Rolls'** Noyce

When he was crowned 500cc World Champion in 1979, Graham Noyce was the youngest ever rider to do so in the premier class, yet despite being considered as one of the most promising riders of that era, the British star never added another title and retired a few years later with just six GP wins to his name.

Born on the 18th of February 1957 in Southampton, Graham Noyce started racing as many British kids in the famous 'schoolboys' when he turned ten. He claimed his first title in 1971, and immediately moved into the Senior class where he obtained some great results, including a 3rd position in the British series. Racing a few GP's in 1975, on a 125cc Husqvarna as well as a 500cc Maico, he signed with the German factory to race the full GP season just after he had turned nineteen.

At this period the 500cc class was the pinnacle of the sport, but in his rookie season Graham impressed everyone as he got his first podium during the opening GP in Switzerland, scored a total of seven podiums and even won his first heat during his home GP at Donington Park! Fourth overall in the series, he stayed put on the Maico and was one of the favourites for the 1977 series but too many DNF's left him eighth overall in the series.

Taller and heavier than most of his main rivals, Graham sometimes asked too much of his bike and even though he joined Honda at the end of the year, he continued to struggle with technical problems the following season. His 7th overall in the 500cc class was a far cry from where his American teammate Brad Lackey placed, who ended the year as vice champion.

The following season in 1979 Graham entered his fourth season of 500cc competition as HRC team leader after Lackey had jumped ship to Kawasaki, and it was in this season that Noyce finally found the consistency he'd missing to dominate the series; he won the opening round in Austria and collected sixteen podiums en-route to the 500cc title in Belgium, the penultimate race of the season. Winner of three heats and two GP's, scoring points in 22 of the 24 races, at 22 years old he became the youngest ever rider to win the 500cc world championship and the first Brit' to do so since Jeff Smith in 1965.

In doing so Noyce became the first rider to win a motocross world title for Honda, and as a result was treated like a hero by the company, and continued most of his career on HRC machinery.

However, the 1980 season didn't go according to plan as he damaged his shoulder in a crash during a pre-season race in the Netherlands and ended up missing the first few GP's, ruining his chances of a successful defence of the crown he'd won the previous year. To make matters worse, 'Noycey' was hit by a way ward bike at the Italian GP; the incident left him with a broken leg.

During the off-season Noyce worked hard to get back to his best, and while he started the 1981 season slowly he claimed eleven more podiums to take the lead at the top of the 500cc championship standings, setting up an end of season showdown between his teammate Andre Malherbe of Belgium and the 'Super Swede' Hakan Carlqvist. The last three GP's of the season provided all kinds of drama but it was Malherbe who took the title as Noyce took 2nd ahead of Carlqvist for a HRC / Honda 1-2 the best result the Japanese form could have hoped for.

Unfortunately, the next two seasons were not to be as good; despite his place at HRC within the team Graham did not always work as hard as his main rivals and was never able to fight for the title again, instead it was his younger teammate David Thorpe, Malherbe, Carlqvist and Lackey who did most of the winning.

Fourth overall in 1982 and third in 1983, his last GP win was in that '83 season at Payerne in Switzerland. He joined KTM in 1984 but struggled with injuries and we never saw him on the GP podium again.

Graham 'Rolls' Noyce retired in 1985 with one world title, five British titles and six GP wins; as member of the British Team at the Motocross des Nations, he may have never been a winning member but his presence on the team certainly helped Team GB to several 'Nations podiums placing 3rd in 1975 / '77and 2nd in 1979 / '81.

Even though he is not seen round the MXGP paddock these days he has always been a huge fan of motocross and regularly enters veteran races were he remains a popular rider, thanks to his riding style and friendly personality with the fans.
text & photos: Pascal Haudiquert

1975: 125cc Motocross World Championship 13th
1976: 500cc Motocross World Championship 4th
1977: 500cc Motocross World Championship 8th
1978: 500cc Motocross World Championship 7th
1979: FIM 500cc Motocross World Champion - 2 GP Wins
1980: 500cc Motocross World Championship 8th - 1 GP Win
1981: 500cc Motocross World Championship 2nd - 1 GP Win
1982: 500cc Motocross World Championship 4th – 1 GP Win
1983: 500cc Motocross World Championship 3rd – 1 GP Win

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CHARLOTTE MOTOR SPEEDWAY | 2-3 SEPTEMBER 2016

TWO ROUNDS, TWO WINS FOR THE GREEN MANGO

The nature of motocross is that it is ever evolving, from bike development, to the creation of tracks and their venues, to the level of skill and fitness that is required of one to compete at a professional level. Impossible is nothing, and the Monster Energy MXGP of Americas, which took place at a venue that is so often described as the heart of motorsport, the Charlotte Motor Speedway, is proof of that.

The track that hosted the penultimate round of the eighteen round MXGP series was one of the most iconic stops this season. It turned The Dirt Track, a famed speedway oval, into a world-class motocross track in less than a week. What was impressive was the track and how it shaped up after being hammered by a hurricane less than 24 hours before race day.

On the night before the event was supposed to commence, but due to the weather conditions, the first day of the event would be postponed and the Monster Energy MXGP of Americas' would become a one-day program with practice commencing early on Saturday (which is a Sunday at most ordinary MXGP rounds) before Timed Practice gave the riders their gate pick for the main event.

Come race day, the entire paddock had to pick their jaws up off the floor as a water truck cruised around the track doing its thing. Full credit had to be given to the track crew who were prepared for the storm and had done the pre-cautionary things such as sealed the track, dug waterways and covered the jumps in plastic, in order to salvage the event which was dependent on the fast and flowing clay surface and how it shaped up.

"I couldn't believe what it turned into, the day before I was thinking, man, this going to be a sloppy mess." Eli Tomac said, "They obviously sealed it well because it actually turned into the perfect racing surface, as good as it could be with that dirt." Monster Energy Kawasaki's Eli Tomac was arguably the most impressive performer of the day. In Race One the Colorado native was running a 1:47.936 lap time, compared to the second fastest rider on track, Justin Barcia who was running a 1:50.036. The Kawasaki ace blew the door off the hinges in MXGP and dominated both races for his first-ever grand prix win, and paired with Clement Desalle's win at the MXGP of The Netherlands, was the first pair of back-to-back grand prix wins for Kawasaki since 2013.

Honda Gariboldi's breakout star, Tim Gajser needed just 10 points more than Antonio Cairoli to wrap up the title and

with Cairoli fighting a stomach infection all weekend, he was able to do so in the first race with his fourth place finish. With the shackles off heading into Race Two, Tiga managed to run the pace of Tomac before high siding and hitting the deck. He still recovered for second in that race and second overall, which was his fifteenth podium finish this year, from a possible seventeen. Meanwhile, one of the most surprising stars of the night was Monster Energy Yamaha's Jeremy Van Horebeek, who set the fastest time in the first practice session and managed to do enough for third overall, his second podium appearance of the season. Van Horebeek later attributed his new found aggression to the time he spent throwing a 250cc around in preparation for the Monster Energy FIM Motocross of Nations.

MX2 turned out some of the best racing all year with a handful of America's quickest young guns adding some extra flavor to the class. Cooper Webb, Adam Cianciarulo and Austin Forkner came in firing on all cylinders and ready to take it to the Dutch boy wonder Jeffrey Herlings who has been touted worldwide as un-touchable. Scratch Cianciarulo off that list. The kid was fast, but after chasing an even faster kid around turn one in the opening moto (his Pro Circuit Kawasaki teammate Forkner) he had the biggest yard-sale of the night at turn two and dislocated his shoulder. So that was one less rider 'The Bullet', Herlings, had to deal with.

With Cianciarulo out almost immediately, Webb set his sights on Forkner with Herlings hot on his heels. The trio put on a smashing display of top notch racing as they went bar-to-bar for the majority of the moto, or up until Forkner crashed while leading and snagged fellow American, Webb. Webb didn't crash, but Herlings got a two for the price of one bargain and slung-shot from third to first in the blink of an eye. With clear track ahead, The Bullet went to work and pinned it to the flag for the win and his third MX2 world title.

In Race Two, it became evident that Herlings had finally met his match as the North Carolina native Cooper Webb came from nineteenth position to pass Herlings and Forkner for one of the most impressive wins of the year. Webb also became the first and only rider to beat Herlings in a GP overall this year, and gave Yamaha their first victory in MX2 since Max Anstie's

win at the MXGP of Belgium, in Lommel, 2014.

Forkner, as the most raved about rookie in the world, proved he's worth the hype. The eighteen year-old led the most laps of the weekend, 23, versus Herlings' 10 and Webb's 5. A 3 – 2 result landed him on the third step of the podium. "If you had taken away Cooper and Austin today I would have won by another minute," Herlings said, "so it's definitely time to go to MXGP and race with the big boys."

Herlings dropped the curtains on his MX2 career at the eighteenth and final round of the series, which took place at Glen Helen Raceway exactly seven days after the Monster Energy MXGP of Americas. Glen Helen is a beast of a track that is carved into the mountainside of San Bernardino with a myriad of steep hills that are a test of body position, throttle control, braking finesse and agility, four things that Herlings seems to have down as he wrapped up his smaller bike days with a 1 – 1 performance. He also wore the number 1 plate, a plate that often weighs heavy on a riders bike which was the last thing Herlings needed to carry up Mt. Saint Helen, as he is already about 20 kilos heavier than the lightweights like Austin Forkner and his Red Bull KTM teammate Jorge Prado. If it added any extra pressure, it went unnoticed as he bossed both moto's for his first ever grand prix win on US soil. "To finish with a win is amazing, it was my final ride in the MX2 class and now I will move up to the 450cc, it's been a hell of a ride, so many ups and downs, but I'm very grateful for what I have achieved and I hope to have the same success in the MXGP class."

Representing the stars and stripes, Jeremy Martin made his Geico Honda and grand prix debut where he finished second place in both races for second overall while third went to fellow American who had been hovering in the shadows of some of America's most famed young guns, Mitchell Harrison. Harrison is originally from Michigan, but lives in California and actually rides at Glen Helen Raceway every week. Knowledge of a track doesn't always transpire into good results, so a glass has to be raised to Harrison for his two fifths for third overall.

Meanwhile, the final chapter of what has been one of the most captivating and competitive seasons ever in the premier class earned Eli Tomac the nickname 'Green Mango' mainly because he was a fruitful addition to the MXGP class as he blitzed his way through the pack with ease, on a green Kawasaki to destroy the best in the world on the way to his second consecutive MXGP victory, "Hey, look at that green man go!"

Tomac was incredible, particularly through the jumpy sections where he tripled past the cream of MXGP, Max Nagl, Tim Gajser and Antonio Cairoli on his way to yet another clean sweep where he became the first American to win multiple grand prix' in the same calendar year since Mike Brown back in 2000.

Glen Helen also welcomed back a fitter and healthier Tony Cairoli after he suffered the weekend prior at the Charlotte Motor Speedway, where he later told us he was power-chucking most of the day with a stomach virus. It was good to see the eight-time champ looking like his former self as he hung it out on the hills of Glen Helen for second overall. He even schooled the newly crowned champ Tim Gajser, after being in lesson to him for the most part of the year.

Gajser had no answer for either Tomac or Cairoli, but did enough to uncork his sixteenth bottle of fizz this year with a 4 – 3 result. What the final podium doesn't tell you at a glance is that the German, and 2016 MXGP bronze medalist, Max Nagl tied with Gajser for third, but because Gajser had the better place finish in the final race, he was the dude on the box. Nagl went 3 – 4 for fourth while Team HRC's Gautier Paulin rounded out his year with a top five finish, in fifth.

Overall it has been an insane season with great racing to boot, and as always it was a real treat to wrap up the championship up stateside where the weather is significantly better than it is in Europe. With the Monster Energy MXGP of The USA all done and dusted, there are two more big events to look forward to, the Monster Energy FIM Motocross of Nations presented by Fiat Professional, which is covered in this issue of MXGP Mag, before we set our sights on the all new Monster Energy SMX Riders' and Manufacturers' Cup, which will take place on October 8th inside the VELTINS-Arena, Gelsenkirchen, Germany.

GLEN HELEN

FIM Motocross World Championship

Standings

MXGP CHAMP. STANDINGS

1. T. Gajser (SLO, HON), 731 points
2. A.Cairoli (ITA, KTM), 647 p.
3. M. Nagl (GER, HUS), 603 p.
4. R. Febvre (FRA YAM), 564 p
5. E. Bobryshev (RUS, HON), 545 p.
6. J. VanHorebeek(BEL,YAM)536p.
7. G. Coldenhoff(NED, KTM), 406p.
8. C. Desalle (BEL, KAW), 372 p.
9. V. Guillod (FRA,YAM) , 352 p.
10. S. Simpson(UK, KTM), 343 p.

MX2 CHAMP. STANDINGS

1. J.Herlings (NED, KTM),739 points
2. J. Seewer (SUI, SUZ), 625 p.
3. B. Paturel (FRA, YAM) , 512 p.
4. M. Anstie (GBR, HUS),504 p.
5. P. Jonass (LAT, KTM) , 403 p.
6. B. Bogers(NED, KTM), 398 p.
7. D. Ferrandis (FRA, KAW) , 378 p.
8. S. Bernardini (ITA, TM) ,377 p.
9. P. Petrov (BUL, KAW), 351 p.
10. A. Tonkov (RUS, HUS) , 320 p.

MXGP MANUFACTUERS

1. Honda	**767** points
2. Yamaha	**697** points
3. KTM	**696** points
4. Husqvarna	**618** points
5. Kawasaki	**553** points
6. Suzuki	**377** points

MX2 MANUFACTUERS

1. KTM	**835** points
2. Kawasaki	**641** points
3. Suzuki	**636** points
4. Yamaha	**631** points
5. Husqvarna	**621** points
6. TM	**377** points
7. Honda	**341** points

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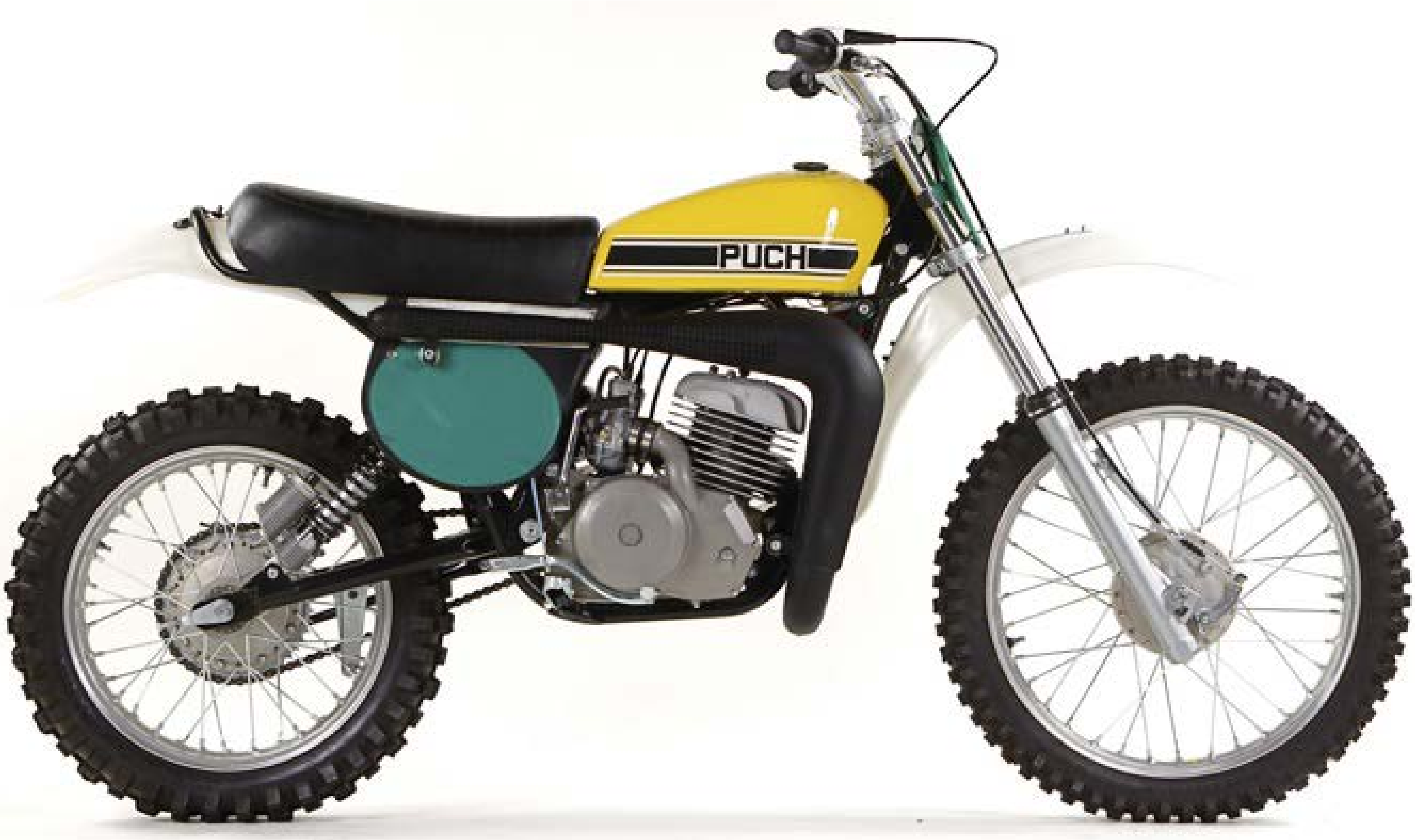

TWIN-CARB PUCH MC250

Harry Everts 1975

To some people, although not that many, Harry Everts might need some sort of introduction but to almost everybody else in the paddock they know him as a 4-time world motocross champion and father to Stefan, the winner of 10 motocross world titles. Harry is part of the Everts motorcycling dynasty and is still very much involved in the sport today. His first world title came aboard the Austrian made PUCH MC250 and it's this machine that we will cover in this issue of MXGP Magazine.

Born February 6th 1952 Harry Everts' first experience riding a motorcycle was 'when I was 10/11 years old on a road bike and my first race was at 14 on a 400cc Maico. There were no small bikes back then' commented the diminutive Belgian when we sat with him recently to discuss this feature. Most kids get the riding bug through a family member, mostly the father, but it was Harry's uncle Jeff Tuewissen that had the now 14-year-old hooked on going racing: 'He was the best rider in the world in the sand and they called him The Sand Man, The Sand King', reminiscing on his early days.

After a 'mix-up' on his race license filled out by his father that had Harry being one year older than he actually was and then someone finding out about it, Harry was demoted 'to the hobby federation' where he won his first amateur title at 14 in 1967 before re-joining the 'BMB' in 1968 where he won the Junior Championship followed by the Senior title in 1969. After that he was in with the big boys, the hard men of world motocross and the likes Robert, Decoster, Rahier and the rest.

Around that time the most successful GP racer of all time Joel Robert was spending a bit of time in the USA and had designed this motorcycle with a good engine and equally impressive chassis which later became the PUCH 125 and Harry Everts was drafted in to race this revolutionary machine for his fellow Belgian where he was winning on a regular basis until PUCH decided to bring him back to Europe to race the 250cc world championship for them as a factory rider.

Having spent his time racing in the USA Everts experience on the GP circuit was very limited, having ridden less than a handful of GP's from 1971-1973 'just to gain some experience'.

That 1974 season in his first full world championship campaign Everts placed 3rd overall and picked up his first GP win along the way at Hyvinkää in Finland, with a second victory at Wohlen in Switzerland. All of a sudden PUCH were a force to be reckoned with and the stage was set for what turned out to be a historic season for both Everts and PUCH.

At that time the Japanese were the dominant force in the 250cc class, having won three 250cc world titles on the bounce with Joel Roberts and Suzuki from 1970-72, followed by the Yamaha of Häkan Andersson in 1973. KTM beat PUCH as the first Austrian manufacturer to the title in 1974 but Everts would re-write history books in 1975.

The PUCH MC250 was a full factory weapon and no expense was spared when it came to producing a bike of the highest quality; this thing oozed bling! The PUCH literally dripped Magnesium and Titanium; the aim was to be as fast and as light as possible. Everything from nuts and bolts, front and rear hubs, the Magura clutch and 4-speed gearbox were made from magnesium. Bizarrely, Everts only found out recently that the camshaft was made from Titanium after a conversation with one of the engineers from that era, closely connected with the PUCH project.

'The frame was very thin like paper, and so was the swingarm' recalled Harry. The lightweight engine was cut from Magnesium but the biggest change between the '74 and the '75 bike was the addition an extra carburettor. In '74 the bike ran just one carb' like everybody else but in '75 the bike came equipped with twin 32mm Bing carburettors; one to feed the traditional piston port whilst the second carb' serviced a rotary valve on the right hand side of the engine. The power delivery was pretty brutal as well.

Another change that was obvious to the keen eye, was the alteration to the exhaust pipe: 'The original pipe went from the port and then under the bike but we had so

many problems with this system, always breaking them, so we changed the position after a few races and in the end the pipe went over, which was better,' remarked Everts. Maybe it comes as no surprise that this bike was a constant work in progress but that was factory racing no matter the team or the bike back in those days, the days of trial and error and the need to be the best.

Other subtle changes were made to the suspension, the bike originally being dressed in Marzocchi front and rear suspension units. The rear shock units were changed though for Koni as they performed better than the Italian ones, but Marzocchi were still the forks of choice, made of titanium of course. One subtle change here in '75 was the positioning of the point of where the axle connected with the front wheel. Previously it is was directly at the bottom of the fork leg, but it was moved slightly more forward which altered the overall handling of the bike massively, making it better under braking and cornering. 'I was one of the first to use this new design,' he says proudly, 'there was so much difference when it came to handling and braking; more progressive and smoother, less clunky, especially into the corners. It was much safer for the riders and much easier to ride' and in fact this design can still be found today on the modern day racers that grace MXGP.

Back then, braking technology was pretty basic and the drum brakes were made in-house, but even here there were some gains as 'I could adjust the brakes myself during the race. Today everybody says 'wow, this is new' but I had this when I was a young boy. Also my clutch; I would always adjust it after the start. The clutch was lightweight from Magura and they also made this on the replica bike in 1976.'

The 1975 season turned out to be a successful for one as Harry Everts clinched his and PUCH's first world title.

'In 1974 I won my first grand prix at Hyvinkää in Finland and in 1975 I won the world championship there as well. My contract was if we won the world championship, then we would race one more year, and after 1976 they stopped.' That world title was the only one that PUCH would win but before they bowed out of the world championship they produced a total of 96 factory replica bikes for sale to the public, or more realistically, to those who could afford them. Just like the race bikes they were made to the highest possible specification, complete with magnesium and titanium parts and in good condition can still command a high price on the classic bike market.

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Paddock Talks

01/Our The MXGP of Thailand organizer and friends visited the Monster Energy FIM Motocross of Nations presented by Fiat Professional in Maggiora, Italy.

02/Team Italy received a fantastic reception from the crowd at the Monster Energy FIM Motocross of Nations presented by Fiat Professional.

03/Team Italy finished third place at the legendary 1986 Motocross of Nations that took place in Maggiora thanks to these three Italian heroes, Michele Rinaldi, Corrado Maddii & Massimo Contini.

04/The parade lap with the American Dream Team David Bailey, Johnny O'Mara and Ricky Johnson on the back of the Fiat Professional FULLBACK was so emotionally charged it made your hair stand on end.

05/Three people who played a significant role in the success of the 2016 Monster Energy FIM Motocross of Nations, Youthstream President Mr. Giuseppe Luongo, and the owners of Maggiora Park Mr. Stefano Avandero and Mr.

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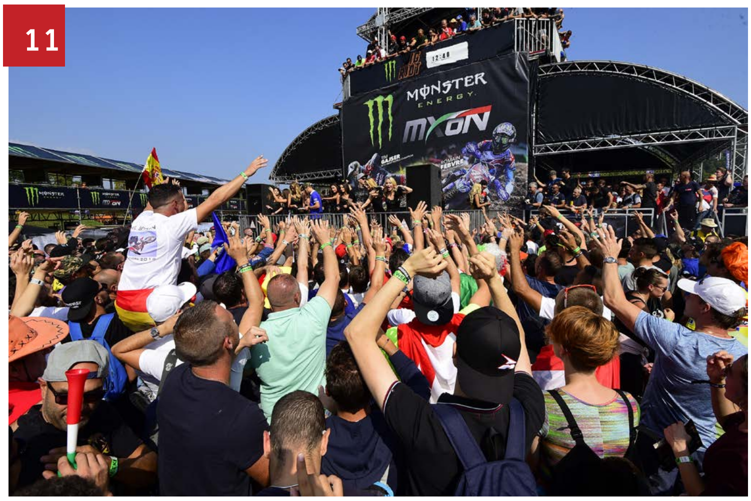

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Paddock Talks

Paolo Schneider, with the kings of 1986, USA's David Bailey, Johnny O'Mara, Ricky Johnson.
06/Some of the MXGP stars went out to the famed Stewart Haas Race Shop where they were able to see Kurt Busch' Nascar.
07/Nascar star Kurt Busch had a ball at the Monster Energy MXGP of Americas.
08/Tim Gajser's fan club made the trip over to California to watch him race the Monster Energy MXGP of The USA at Glen Helen Raceway.
09/The result of the ballot at the Monster Energy Motocross of Nations.
10/More fun at the Fiat Professional fun zone in Italy at MXoN.
11/EPIC Monster Riot at The Nations.
12/Fiat Professional have partnered with none other than the eight time FIM Motocross World Champion and Italian legend Antonio Cairoli.

09

2016 MONSTER ENERGY FIM MOTOCROSS OF NATIONS
MONSTER ENERGY
MXON

QUESTIONS TO THE EDITOR

Dear MXGP,
Would I be able to buy tickets for the Monster Energy SMX Riders' Cup directly at the VELTINS-Arena on saturday?
Thanks,
Mario

Dear Mario,
Yes, you can buy tickets at the Stadium on Saturday morning or if you would like to skip ticket queues get them online here: ⌈ react-text: 126 http://smx-schalke.motocross-tickets.com/10981-smx-riders.../ /react-text ⌈ –
Activities inside the paddock start at 10am
Best Regards
MXGP

Hi MXGP,
Is there any SMX 26 min Magazine available after the event?
Thanks,
Carlos

Hi Carlos
Of course, the 26 Min Behind the Gate from the Monster Energy SMX Riders' Cup will be availabel after the event as usual. Stay tuned on www.mxgp-tv.com
Regards
MXGP

Hi MXGP,
I found out with the SMX Tickets I can go to the Intermot for free. Is it true?
Thanks,
Sam

Hi Sam
thank you for your question. It's true, anyone who buys a ticket to the Monster Energy SMX Riders' Cup will receive FREE admission to INTERMOT. You just need to show your SMX printed ticket at the Intermot desk in order to access on Sunday for free.
Regards
MXGP

Hi MXGP
unfotunately I can not attend the Monster Energy SMX Riders' Cup this weekend but I would love to watch it on MXGP-TV. Is there any live program?
Thanks,
Francis

Hello Francis,
IAbsolutely. You can buy your SMX MXGP-TV package at this link: http://tickets.mxgp-tv.com/MXLIFE/it/2396-mxgp-tv/
and you can watch all the timing on www.MXGP-TV.com homepage.
Best Regards
MXGP

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